BEFORE:
Radebaugh Tunnel was a familiar landmark to generations of railroad employees and travelers.

AFTER:
Here is how it looks after "daylighting." The opening at top of the cut is 450 feet wide.

Explosion, one of a series, gouges down through hill toward the tunnel beneath.

BLAST-OFF at Radebaugh Tunnel

George P. Macko, assistant foreman, M.W., spoke on the trackside phone to the block towers on either side of Radebaugh Tunnel. Okay, he was told, the trains were being held up, he could go ahead and shoot.

He hung up and stepped clear of the T-box, so that Resident Engineer William J. Sponseller, a hundred yards away, could see him. Then Mr. Macko made a gesture with both hands, as if pushing down on a blasting handle.

Mr. Sponseller turned and repeated the gesture to an explosives expert stop the roof of the tunnel.

Ten seconds later, there was a deep roar, an explosion of dynamite, ammonium nitrate and fuel oil. Tons of rock crashed down through the tunnel roof, opening it to the sky.

At last: Radebaugh Tunnel had been "daylighted."

It was the climactic moment of 10 weeks of work, and many months of planning.

The 900-foot, double-track tunnel occupied a strategic location on the main line, two miles west of Greensburg, Pa., and 28 miles east of Pittsburgh. Its tight clearance had become a problem. More room was needed to provide a clear passage for tri-level rack cars hauling new automobiles, jumbo trailers riding on TrucTrain cars, high-cube boxcars carrying auto parts, high-and-wide electrical transformers, circuit breakers and machinery of all types.

Many such shipments had to be detoured around Radebaugh Tunnel and other close-clearance points on the PRR. That increased costs. It slowed delivery for the customer. It didn't fit in with the image of the New Look Railroad.

The PRR embarked on a program to "raise the roof or lower the floor" at 75 points on the main line. At some points, overhead power lines were lifted. At others, massive machines, called undercutters, were used to gouge earth and ballast from beneath the ties, and drop the track to lower levels. In some tunnels, inches were chipped from ceiling and sidewalls; in others, the rails were moved closer to the middle of the arch.

At Radebaugh the decision was made to completely remove the roof.

It was a huge undertaking.

Above the tunnel was a hill, the crest of which was 160 feet above the ceiling. More than 700,000 cubic yards of earth and rock and even the remains of an old coal seam would have to be chopped out and hauled away.

And all this had to be done with minimum interruption to rail traffic.

The digging and blasting was done from the top down. Train movement through the tunnel was permitted until the excavators got down to within 12 feet of the tunnel roof.

Then the tunnel was closed, and for 11 days all traffic was rerouted. PRR track forces had installed crossovers to shunt trains to a track that goes through a secondary tunnel,
north of the main Radebaugh Tunnel. Signalmen had installed signals so that this single-track tunnel, normally used for westbound moves, could be used by trains in both directions. Other trains bypassed the tunnel area by using the Radebaugh Branch.

A temporary block station was set up in a trailer parked just east of the tunnel. Safety was assured by temporary "dwarf" signals, as well as the operator's hand signals, given in traditional fashion with a yellow flag in daylight and a yellow lamp at night.

The excavators now went on 24-hour shifts. Meanwhile, Central Region trackmen removed all the tracks from the tunnel, replacing them out in panel form, complete with crossties. After the explosions blasted tracks from the tunnel, taking them up in a trailer parked just east of the tunnel. Safety was assured by temporary "dwarf" signals, as well as the operator's hand signals, given in traditional fashion with a yellow flag in daylight and a yellow lamp at night.

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Bumper stickers help win new passengers

The young lady on the front cover of this issue is Mary Anne Edmands, clerk in the office of division engineer at Chicago.

She’s helping spread the message that the Pennsylvania Railroad is the No. 1 way to travel to and from the New York World’s Fair.

“We’ve got a lot of people working on this Railroad,” she says, “and this sticker on the rear bumpers of our cars can reach a tremendous number of possible customers.

“It seems to me an easy way to help attract new riders and give a shot in the arm to our passenger service.”

These bumper stickers can be obtained by all PRR employees through their supervisors. The central supply points are the offices of the general passenger agents at Chicago, Indianapolis, Pittsburgh, Philadelphia and New York.

The PRR is engaged in a wide-ranging “tell and sell” campaign, spreading the word that the railroad is the most convenient, comfortable, safe and economical way to go to the Fair.

The PRR is offering bargain rates and all-expense tours from many cities, with fare savings up to 50 percent.

The public is being informed through ads in 78 newspapers with a combined circulation of more than 9,000,000. Almost half a million folders and leaflets have been printed for distribution through the passenger stations and by mail. Station posters, ad cards in buses and trolleys, radio announcements and a singing commercial are all being used.

And now the bumper stickers, printed in red letters on a black background, are enabling employees to join the “tell and sell” campaign.

“These stickers are attractive—real eye-catchers,” says Mary Anne Edmands. “I know they’re going to attract a lot of attention.”

TO GET YOUR BUMPER STICKER, CONTACT YOUR SUPERVISOR

‘Liberty’ rides PRR to the Fair

The colorful sendoff in the car are Frank L. Magee, executive committee chairman of “100,000 Pennsylvanians,” PRR President Allen J. Greenough, Pennsylvania Lieutenant Governor Raymond P. Shafer, and Arthur C. Kaufmann, exhibit chairman.

At Frazer, Pa., Conductor John P. Gross aids the drive to fill passenger trains.

At Chicago, Mrs. Judy Kurriger, clerk-stenographer to supt., joins campaign.

At Fort Wayne, Ind., Jerry D. Steele, accident clerk, puts sticker on his car.

Bell is guarded at 30th Street Station by PRR Sergeant William H. Nicholson.

George R. Wernz served in the Transportation Corps during the first World War. He came out unhurt. He now devotes his free hours to helping veterans who were not so fortunate.

Mr. Wernz, who retired as gang foreman in the PRR shops at Columbus, Ohio, in 1954, is a volunteer at the Veterans Hospital in Louisville, Ky. He works in the electro-cardiograph room, mounting and filing the tapes showing heart action, and assisting disabled patients on and off the examining table.

“Sometimes I have to help calm them down,” he says. “The machine disturbs some of them—they have to be calm for a proper reading.”

He also supplies the hospital library with magazines collected from members of his American Legion post at St. Matthews, Ky. Mr. Wernz has given more than 1000 hours of volunteer service in the past three years.

“It’s the most satisfying kind of service,” he says. “I’d recommend it to anybody. In fact, I’ve already recruited 20 volunteers.”
Dennison marks 100th Anniversary

This banner being strung across a street in Dennison is the start of preparations for an epochal event in the history of this Eastern Ohio community.

On July 18 the townspeople will begin a week-long celebration of Dennison’s 100th anniversary, and will set the stage for a second century of progress.

To commemorate the intimate connection between Dennison and the growth of the railroads, the town has designated Tuesday, July 20, as Railroad Day. Active and retired PRR employees of the historic Panhandle district will be guests of honor. An official of the Company will speak at a special program, and awards will be made to a number of railroaders.

PRR people attending are requested to register at Centennial Headquarters, 219 Grant Street, upon arrival in Dennison.

The town traces its founding to the construction of the first direct rail link between Steubenville and Columbus, Ohio. The development of this enterprise that took a dozen years. After years of negotiating with State authorities and contending with opposition in Congress, a third company, the Holliday’s Cove Rail Road, won approval to build a railroad from Pennsylvania across what is now the northern projection of West Virginia, and then to erect a bridge across the Ohio River to reach Steubenville. This was finished in 1855, completing the link-up of Pittsburgh and Columbus and opening a vital traffic artery.

Decision was made to establish railroad shops at a point on this line about 45 miles west of Steubenville. A group of ten civic and industrial leaders, headed by Ohio Governor William Dennison, Jr., formed the Dennison Land Company, which bought land for shops and homes. Railroaders settling here formed the nucleus of a new community called Dennison.

The three railroads were subsequently combined into the Pittsburg, Cincinnati & St. Louis Railroad Company, now part of the PRR System. (Pittsburgh without an h was the original spelling.)

Dennison today is a community of 4,158, including about 250 railroad families. Together with adjacent Uhrichsville, Dennison is noted as a center for clay products.

World War II veterans remember with gratitude the canteen at the Dennison station. From March, 1942, to April, 1946, residents of the Dennison area contributed a total of more than 600,000 hours of volunteer service, as well as $115,383 in cash and $88,100 in supplies. By actual count, a total of 1,319,549 servicemen were provided with free coffee, doughnuts, sandwiches, candy and magazines during the war.

When Conductor Fegley struck OIL

When the diggers told Eugene R. Fegley last October that they had struck oil on his land, he took the news with astonishing calm. “I didn’t know what to think,” he says. “It seemed like a gift from heaven.”

And though he now has five wells producing an income of about $100 a day, Mr. Fegley says, “There has been no change in our lives—we’re just going on as usual.”

Mr. Fegley, a PRR conductor in Yard B at Columbus, Ohio, on the Buckeye Division, probably owes his good fortune to the fact that he has a large family—a wife and nine children, eight living at home.

To provide plenty of room and an outlet for their energies, he had been operating a 15-acre farm in his spare time, and two years ago he decided he could use a bigger place.

For several months he eyed a farm of 108 acres at Cardington, near Columbus. The old farmhouse was terribly neglected and had no running water or heating system, and the barns and fences were in tumble-down condition. But the price was reasonable—$17,000—and Mr. Fegley felt he could fix up the place satisfactorily on his days off. So late in 1963 he bought it.

“I guess God guided my hand,” he says.

He had known that an Ohio oil company had digging rights in the area, but he didn’t give that a thought—oil was something that was found somewhere else.

He kept busy in his off-duty hours installing pipes for water, putting in a heater and a bathroom, and farming with the help mainly of his eldest daughter, Mary.

“In our 1964 harvest, we averaged 26 bushels of soybeans to the acre—I’m proud of that,” Mr. Fegley says. “It was a mighty dry summer and our soil was in bad shape, yet we did so much better than some people around here who got only eight bushels to the acre.”

After the big news came on October 3, and the money began pouring in, Mr. Fegley bought a pickup truck for the farm, and his wife, Eleanor, bought some rugs for the living room. But there have been no other special expenditures.

“I have eight children to educate,” Mr. Fegley explains.

The children range from one year to 18, Mary, the eldest, will be going off to business school this year, and that will leave Karen Sue, 15, as his main helper on the farm. The Fegley’s only son, David, 11, is still a bit too young for “top hand” status.

This year, they’ll grow more soybeans and some oats and corn, and maybe raise some black Angus.

The story of the oil strike has been spread by newspapers, and has brought a flood of mail, including the inevitable requests for money. A man in Nebraska asked for a gift of exactly $9,860, without bothering to explain what he needed it for. A woman in Ohio, who asked for $2,500, did tell why: She needed it to repair her car. She confided that she had first written to the President of the United States, but he had “tossed a deaf ear.”

While ignoring all such pleas, the Fegleys have consigned one-tenth of their oil earnings to their former church, the Calvary Assembly of God, in Delaware, Ohio. He was a board member there and Mrs. Fegley was a Sunday School teacher.

“If the Lord was good enough to give it to us,” he says, “we should be good enough to give some back.”

Mr. Fegley has no plans to leave the Railroad. “I’d be lost without you give up all that.”

The Fegleys have 8 of their 9 children. “Oil man” is a Columbus yard conductor.
Their assignment is to

STOP DAMAGE

(They'll need help from a lot of Railroaders)

It was like a D-Day briefing. The men who had gathered in Philadelphia from across the System took a look at the enemy, its habitat and characteristics, and then were told: "You know what your job is. Go to it."

The enemy is freight damage. Its inroads are being viewed with such concern that the PRR has now thrown a new combat team into the campaign. This consists of a man in each of the 12 PRR Divisions, assigned on special duty as damage control agent. These men are in addition to the nine System supervisors of loading services, and the six-man headquarters team under the System manager of loading services.

Together, they form the largest damage-prevention corps the Railroad has ever had in action.

"We know that this problem of damage is shared by every company in the business of transporting freight. And we know that the problem has been with us a long time."

"But we also know that we must hammer it down, if we want to retain the goodwill and continued patronage of our customers."

"As the New Look Railroad, we mean to take the lead in the damage-prevention campaign, through assisting our shippers to load their goods in the most secure way, and making sure that we give their shipments the best possible handling in yards, on the road, and in switching to and from their loading platforms."

"I think you won't find a single PRR man who doesn't know how important this effort is to the Railroad's future and to his own. Freight claims eat up our resources. Money that could be used to build a better, stronger, more secure railroad goes down the drain."

"Your assignment is to help our people take a fresh look at their jobs, to spot any weak point, any unnoticed error, any bad transportation habit—so they can get rid of it."

"I consider this the most challenging assignment on the PRR. And I know you will get the support of everybody on the Railroad."
Rail tour for wives of Congressmen

There were two highlights that the Congressional Club talked about following its recent trip to Trenton: birds and trains.

The birds were the non-flying porcelain masterpieces produced at the Trenton studio of Edward Marshall Boehm, which the club members visited.

The trains were The Colonial and The Congressional, which 81 women, wives of Congressmen and Senators, and their guests rode from Washington to Trenton, N.J., and back.

"The ride was so relaxing—just delightful," said Mrs. John C. Kunkel, president of the club. Her husband is the Congressman from Pennsylvania.

At the PRR station in Trenton, the club members were welcomed by Mayor Arthur Holland, then were whisked off on a round of visits that included the Trenton Country Club, historic Morven, residence of Governor Richard J. Hughes, and the Boehm studio and estate.

Mr. Boehm sculptures the birds himself, using as models many of the birds in his own aviary. The figures are then cast, usually in porcelain. It's an enterprise that keeps 50 persons busy, and the products adorn estates all over the world.

The Congressional Club has sent one of the porcelain birds as a gift to Queen Elizabeth of England.

Following the return to Washington, Mrs. Harris B. McDowell, Jr., wife of the Delaware Congressman and chairman of arrangements for the tour, praised the services of Melvin P. Moffett, passenger sales representative, and the members of the train crew.

"We all enjoyed the event very much," she said, "and I've become a great booster of these train trips."

AID FOR THE RETARDED

Why, George A. Snyder, Sr., used to ask in grief, did this happen to me and my child?

But today—20 years after his infant son suffered brain damage during an eye operation and became permanently retarded—Mr. Snyder doesn't find time for grief and self-pity. He's too busy helping others. The brawny, 46-year-old engineer man on the Pittsburgh Division crams his waking hours with activities and plans for expanding educational opportunities for retarded children of Beaver County, Pa.

Mr. Snyder is president of the county chapter of the Pennsylvania Association for Retarded Children.

"I got into this activity in an odd way," he says. "I had an accumulation of old clothes, and one day I decided to ship off at the Retarded Children's headquarters. While there, I found they had a typewriter that needed repair, and being handy at that kind of thing, I fixed it."

"Next thing I knew, I was on the board of directors."

Now, four years later, Mr. Snyder heads the organization which operates a nursery school and also a workshop where 50 retarded people finish furniture and do other part-time work. A number of "graduates" are now in outside industry.

Mr. Snyder's own handicapped son, Dale Edward, blind and unable to speak, is in the Polk State School.

"We were going to raise him ourselves," Mr. Snyder says, "but we finally had to ask ourselves: What is best for the child?"

"The answer to such a question will vary in every case. In our case, we decided the institution could give him more than we could."

The Snyder's other son, George A., 2d, is in business as a photographer.

Mr. Snyder's work has stirred the interest of the PRR Supervisors Club at Conway Yard, which has raised $400 to aid educational activities for the retarded.

Mr. Snyder, who is assisted in his work by his wife, Isabelle, hopes to be able to establish more workshops and nurseries, and more classes to train teachers for the retarded.

"Many people don't realize the size of the problem," he says. "More than five million American families bear the burden of mental retardation. More than 120,000 mentally retarded children are born each year."

"But if given proper schooling, 25 out of every 30 retarded children can be expected to become self-supporting. That's what we're working for, that's our goal."
On the New Look Pennsy:

**SCALE WEIGHS CARS WITHOUT UNCOUPLING**

Ore trains get a fast sendoff at Morrisville Yard, 10 miles north of Philadelphia, thanks to a new electronic car-weighing scale.

"We can weigh a 60 car draft in only 16 minutes with this new scale," says Trainmaster Robert Kettler. "It sure is a time saver.

Cars don't have to stop—or even be uncoupled—to be weighed. They go over the scale, located in a pit, blow the track, in a steady file at five miles an hour, and an intricate mechanism ticks off the weight of each. Here's how it works:

An ore train moves over scale at Morrisville Yard. Computer is in building.

**On The Way Up**

A loaded car moves over the scale, most of the mechanism of which is covered. Car weight information is transmitted electronically to nearby scale house.

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What happens when trucks take the train?

EVERYBODY WINS! Railroads started “piggybacking” truck-trailers on flatcars to give customers a unique combination of the long-haul speed and economy of trains and the flexibility of trucking. The result is a better-service boom! In 1964 piggybacking shifted nearly 2,000,000 truck-trailer movements from roads to rails, and this volume could double in the next five years. This great transportation revolution benefits everybody with lower costs and faster delivery all the way to your supermarket. It’s one more way in which the taxpaying railroads are winning new business with new ideas, providing better service at lower cost, and helping shape a better future for all America.